

Historic Saloon Car Rules

Production Saloons up to 31st December, 1977

This is a set of helpful hints to guide you thru the MSNZ rules that cover the cars that race under the Historic Saloon Car group (based on MSNZ Schedule T&C).

The cars must have a period appearance both external and internal as again we are trying to replicate the period of 1962 to 12/1973. We are representing the cars that raced in NZ and Australia in the period of the Saloons of 1962 to 1967, FIA Group 5 1964 to 1967 and FIA Group 1 and 2 Saloons from 1968 to 1973.

Statement of Purpose

The objective of HSC is to encourage those with Historic and Classic Saloons to bring them out and participate in racing where you know that all the cars on grid are period correct.

Historic racing is about comradeship, enjoyment and the spirit of running a period correct car. We are not about championships, winning, egos or trophies.

It is a class where "*the cars are the stars*" and we race but with a respect for others on the circuit.

Poor or over exuberant driving will not be tolerated. We are trying to create a safe environment for car owners to bring out there historic cars to enjoy driving them with the confidence that at the end of the day they can go home unscathed.

These rules are for your guidance and pushing them to the limit is not in the spirit. Remember that the more historically correct your car is, the more value it retains on the open market.

Interpretations and Definitions:

These definitions are to be read in conjunction with these rules.

The ones that are important to understand are:

- (1) "*Standard*" a run of 100 identical units equals a production run of vehicles. Any less than this does not count as a production vehicle.
- (2) "*Period*" and "*Era*" means produced up to 31st December 1977.
- (3) "*Appearance suitable*" means keeping the look within the period that our cars represent.
- (4) "*Free*" this is the often misinterpreted phrase. It does not mean you can please yourself. If it states "*Free*" (part) this means that the original part as well as its function may be removed or replaced with a new part, on condition that the new part has NO additional function relative to the original part and must be from the SAME ERA and be shown to be available, or used in period, on the make and model the car depicts.

Cheating:

Our rules are simple. They are not exact in many areas as "*the spirit of sportsmanship*" is the primary focus. The "Statement of Purpose" will take precedence in any rule dispute. If an entrant is found to have contravened the spirit of the rules he will risk disqualification from any further involvement with HSC. In other words, cheating is not something that will be taken lightly. READ THE RULES and ask questions

1. Eligibility

- 1.1. A vehicle may be modified to utilise the period variations within the manufacturer's model body shell. Minor alterations to facilitate fitment of safety items is allowed.
- 1.2. All modifications are strictly prohibited except as specified in this document. If it does not say you CAN do it, which means you CANNOT do it.
- 1.3. The onus of providing proof of eligibility remains the responsibility of the competitor. You need to research the facts and get period articles and any history associated with your car. This is important!
- 1.4. If the year of manufacture was pre Dec/73 then later body shells of the same make/model up to Dec/77 are allowed.
- 1.5. A list of approved makes and models is as per HSC Eligibility List.
- 1.6. Appearance is very important so that your vehicle gives the correct period look.

2. Exterior/Bodywork

- 2.1. The vehicle shall be smartly maintained with ALL exterior trim in place.
- 2.2. All panels, bumpers, mouldings, spoilers etc must be made of the original materials as per STANDARD series Production vehicle. eg; steel panels must be retained if originally fitted. Only period modifications are permitted.
- 2.3. Only rear wings (aerofoils) which were available for the car in period may be fitted. These must be the same size and only made of materials from that period. ie; no Carbon fiber/Kevlar etc.
- 2.4. Headlights and tail lights must be fitted and working.
- 2.5. Door rubbers must be fitted.
- 2.6. The original manufacturer's wiper system, motor, arms and levers along with TWO wiper arms MUST always be fitted and working with an operating switch in reach of the driver
- 2.7. Original style bumpers of the same factory material MUST be used, if steel and chrome were used, this is how they MUST be. NO painted or fibreglass bumpers unless factory original.
 - Alfa Romeo 105's are exempt from having bumpers due to racing in period without bumpers.
- 2.8. Side marking indicators and park lamps that are mounted into the side of the front and rear fenders/mudguards can be removed but any holes left in the body work MUST be filled or have a covering plate. Front forward facing park lamps can be removed and used as brake duct cooling vents
- 2.9. No body de seaming or removing drip rails
- 2.10. No bonnet scoops unless factory production item.
- 2.11. Flaring and rolling inside of guard wheel openings allowed but must be in keeping with period. Modifying or tubbing the inside half of the inner rear wheel well is strictly prohibited. Modifying the outer half of the inner wheel well solely for tire clearance in conjunction with fitting of a fender flare is allowed.
- 2.12. Original manufacturer's inner front fenders/guards MUST be fitted, but these can be modified slightly for rollcage through bar clearance and/or fitment of catch tanks, etc
- 2.13. Bonnets and boot lids should be factory hinged. Bonnet clips to be period looking, no modern hide away clips.
- 2.14. The boot floor may be replaced with rigid material (from period) and modified to allow fitment of a fuel cell.
- 2.15. No fiberglass/carbon fiber/composite panels or stick on carbon fiber coverings.
 - Except fiberglass flares are allowed only if a production item to that model car, in short more than 100 units made with the flares and spoiler package.

- Body work is restricted in regard to 1973 under Group 2 and the Mk2 Escort can only have forest flares as they were sold and raced/rallied in NZ. No Zakspeed body kits on Mk2 Escorts, works body kits to BMW, Capri
- 2.16. The passenger's side floor and sill can be modified for side exit exhaust or muffler clearance.
 - 2.17. Perspex or Plexiglas is not allowed for side and rear windows provided original fixings are used and the windows are fully operational
 - The only time you are allowed rigid mounted plexi-glass windows is if your race car has British/European HTP (Historic Touring Car Passport).
 - If this is the case then the rear window MUST be 5mm thick (MSNZ rule).
 - 2.18. All the side windows MUST roll up and down on the original window mechanisms and be in the original frames. Quarter and rear side windows MUST operate as per original specification.
 - 2.19. You cannot fix the side and door windows solid.
 - 2.20. All internal door mechanisms MUST be in place and cannot be drilled or lightened.
 - 2.21. All door and door opening stainless roof rail mouldings and weather-stripping rubbers, inner sill plates as fitted by the manufacturer MUST be retained and fitted. External front and rear windscreen stainless mouldings as fitted by the manufacture MUST be retained and fitted.
 - 2.22. The bonnet and boot lid MUST remain on the original manufacturer's mounting/opening attachment hinges. Neither the Bonnet or boot lid can be a lift off style. Factory hold down latches can be removed and replaced by aftermarket quick release style clip pins or rubber/spring loaded external holding clips.

3. Interior

- 3.1. The headlining, rear seat(s) and carpets may be removed. Aluminum or steel mounted foot floor plates can be used on both the driver's and passenger's side.
- 3.2. The heater box, heater, heater fan and hoses and/or AC unit can be removed, the remaining holes in the firewall MUST be covered and this can be either a plate screwed in place or permanently welded in.
- 3.3. Front seats may be replaced with recognised competition seats.
- 3.4. The manufacturers inside door panels, arm rests and the rear seat side panels MUST be retained. The original window winders, door handles and arm rests MUST remain. Minor interior items such as door storage pockets and under dash trays may be removed.
- 3.5. The original dash padding and attaching frame work MUST be retained. The dash frame and dash pad can be modified for roll cage clearance.
- 3.6. The instrument panel in front of the driver can be replaced with a fabricated metal panel to hold race style instruments; this will also be allowed on some vehicles that came with center mounted gauges.
- 3.7. The original glove box lid MUST be fitted but can be non-operational
- 3.8. NO Carbon Fibre or Carbon-Fibre look alike material can be used anywhere on any HSC vehicle. Aftermarket gauges with Carbon Fibre print or backing is not allowed.

4. Chassis

- 4.1. The standard chassis must retain full structural integrity, i.e. removal of any material or component which was originally designed as load bearing is strictly prohibited.
- 4.2. Addition of stiffening material and components is permitted.
- 4.3. Transmission tunnels and inner guards to remain as standard. Tunnels may be modified for shifter/lever clearance only. Shifter must retain original position.
- 4.4. Lightening of the structural body work by drilling out or replacing metalwork with composite materials is strictly not permitted.

- 4.5. Every HSC vehicle MUST have its Manufacturer's identification VIN number attached.

5. Engine

- 5.1. Cylinder head(s) and block can be changed to one of the same make and model range and must be visually standard and be of standard material.
- 5.2. All other components are free, except that turbo and supercharging are only allowed if standard, in which case the standard turbo(s) and or supercharger must be retained.
- 5.3. Computerised engine management systems are prohibited.
- 5.4. Over boring of cylinder blocks to a maximum 12.5% of original capacity.
- 5.5. Material may be removed from rotating or reciprocating parts for the purpose of balancing is permitted
- 5.6. Cylinder heads may be ported and polished.
- 5.7. No lightening of blocks
- 5.8. No modern dimple porting of heads allowed
- 5.9. No off setting of valves allowed
- 5.10. No electric driven water pumps allowed
- 5.11. No after-market blocks or heads allowed unless FIA approved as a period part
- 5.12. All engines must be Pre 12/77 manufacture or an approved replacement block.
- 5.13. Engine must be in the ORIGINAL position, no set backs or lowering.
- 5.14. Dry sump systems are allowed.

6. Exhaust

- 6.1. The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded as per MSNZ Regulations.
- 6.2. Any style of exhaust header/extractor system that fit the vehicle without modifications to the vehicle's structure or steering can be used. Headers/Extractors in either standard steel or stainless tubing are allowed.
- 6.3. The passenger's side floor and sill can be modified for side exit exhaust or muffler clearance.
- 6.4. No carbon fibre or titanium exhaust components are allowed.

7. Clutch, Gearbox, Overdrive (If any)

- 7.1. A replacement gearbox is allowed but it MUST be a "Direct Bolt in Replacement".
- 7.2. NO adaptations are allowed or gearbox's that don't resemble the look of the original style. NO Hollinger, Saenz or other gearboxes types.
- 7.3. The original rear gearbox cross member MUST be used, "minor" alterations to allow the easement of the gearbox removal and replacement are allowed but that is all. It cannot be modified beyond this, 80 percent of the original cross member MUST remain.
- 7.4. You can use the original gearbox with an internal dog box gear kit fitted.
- 7.5. On all replacement gearboxes the style of shifter and linkages MUST remain the same as the manufacturer produced on your particular vehicle. If an overdrive gearbox was standard it can be replaced with a period correct 4 or 5 speed from the same manufacturer.
- 7.6. Gear ratios may be substituted. After market gear sets acceptable.
- 7.7. Sequential gearboxes and sequential shift mechanisms are prohibited
- 7.8. Flywheel must be the standard size as manufactured for the vehicle but can be lightened
- 7.9. The following gearboxes are acceptable:
 - For Anglias - Type 3, 4 speed.
 - For Cortinas - 4 speed type 3 or type E

- For Escorts Mk1&2, 4 speed type 3 or type E, ZF 5 speed. (No Serria type 9, 5 speed)
- For Capris as for Cortina
- Datsun may use 4 speed gearbox or go to Series 56, 60, 63, 71A, 71B or 71C short - 5 Speed gearboxes.
- Toyota may use 5 speed Celica gearbox Pre 12/77 if available in that model.
- This list will be added to over time.

7.10. Aftermarket shifter boots and levers are allowed.

7.11. You MUST use the standard size clutch plate as manufactured for the vehicle

7.12. Tilton/AP and other race clutches are allowed but NO modern style carbon clutches.

8. Differential and rear end

8.1. May be changed providing the type of suspension is not affected. Ratios may be changed. Limited slip and locked differentials are permitted.

8.2. Differentials must be the same manufacturer as the vehicle.

8.3. The diff housing MUST resemble the look of the original diff housing. NO square shape or extra braced diff housings are allowed.

8.4. If a replacement differential is used the suspension mounting points must remain as per the original car. Any replacement differential must be Pre12/1977 design.

8.5. NO cambered rear axles/and or hubs, not even a fraction of a degree.

8.6. A Watts linkage and/or Panard bar is a "period" race part and allowed on all HSC vehicles even if it didn't come with one from the factory.

8.7. NO traction device can be mounted on the centre top of the diff housing and though to inside the cockpit. A diff centre traction device such as a limited slip diff is allowed but NO electronic traction or stability devices are allowed.

8.8. Any diff ratio is allowed. Multi axle splines are allowed. Aftermarket full floater diffs are allowed

9. Suspension

9.1. The standard type of suspension and chassis mounting points (in their original position) MUST be retained and used for their primary function.

9.2. Sway bars may be modified to allow adjustment rate. Aftermarket larger diameter sway bars are permitted

- No cabin adjustable roll bars allowed.
- Front sways bars must be of the same design and shape as designed by the manufacturer and fitted and mounted to the original chassis brackets.
- Sway Bar pivot attaching brackets that are bolted to the chassis are free.
- Rear sway bars can be used even if not fitted by the manufacturer. The rear sway bar must be of a period U-Shape design, the mounting method and bar diameter is free. Custom fabrication to the diff housing or chassis is allowed.
- Adjustable Rose Joint rod ends can be used to replace both front and rear sway bar end links.
- NO splined three piece sway bars,
- NO adjustable blade type sway bars.

- 9.3. Aftermarket tube type arms are NOT permitted.
- 9.4. The manufacturer's factory original front stub axle spindle MUST remain and be used or an identical forged reproduction version of what was fitted to your particular vehicle.
- 9.5. Aftermarket offset lowering type stub axles are not legal and cannot be used.
- 9.6. Stub stiffener sleeves can be added to the stub axle for strength.
- 9.7. Bushing material is free provided the original suspension arm requires no modification when fitting the bushing. Tie-rod ends can be replaced with rose joint rod ends.
- 9.8. Shock absorbers must be either single or double adjustable.
 - Original mounting points must be used.
 - Shock absorbers with attached spherical bearings at each end are allowed.
 - You CANNOT use any 3 (or more) way upwards, adjustable or canister (remote or otherwise) style shocks.
- 9.9. Suspension arm upper and lower outer "Ball Joints" MUST remain but you can use "Longer Taper" style upper ball joints to help with suspension geometry.

10. Steering

- 10.1. Steering components must retain the original steering systems mounted in the original position.
- 10.2. Power steering is allowable but must be period correct for that vehicle. No electronic systems.

11. Electrical

- 11.1. All the original electrical wiring and components can be removed and the vehicle rewired to operate only the required items (ignition, starter, wipers and head/tail lights). Switches can be mounted in an alternative position, but MUST be able to be reached by the driver when strapped into the vehicle.
- 11.2. The battery if not mounted in its original position MUST always be mounted in the boot (not inside the drivers/passenger area). The battery type fitted MUST be capable of starting the vehicle multiple times without any external assistance.
- 11.3. Indicators, horn and interior lighting (the related operating switches and wiring) are not required and can be removed.
- 11.4. All headlights and tail lights MUST be fitted and working, with an operating switch within the reach of the driver when strapped into the vehicle
- 11.5. The ONLY electronic device allowed in any HSC vehicle will be the engine's Ignition system, which in most cases will be a MSD or similar unit. In all cases it MUST be a single distributor mounted in its original position internally triggering the spark plugs. NO crank trigger or multi Ignition coil units.
 - Cars that came from the manufacturer with electronic fuel injection may run those components provided they are period correct.
 - No aftermarket or modern (post 1977) ECU's allowed.
- 11.6. NO in-car intercom systems that will enable the driver to talk to any outside person while racing is allowed.
- 11.7. NO car mounted electronic timing, GPS or any other electronic monitoring/reporting device that enables the driver to monitor his lap times or plot the actual race track course or otherwise aid his performance is allowed. Only a transponder linked to the official track timing system to be used

12. Brakes

- 12.1. Disc Brake calipers MUST be a "Historic, bolt together, 2 piece, lug mount" design.

- Even though all Brake Calipers MUST be a 2 piece lug mount design you cannot use any other caliper of the same description that is from a more modern road car.
 - Brake calipers MUST be either an original style (pre 1978). The only exception when you can use a new caliper is Wilwood, Sierra, JFZ, AP, (there are others) but you can only use their "Historic" style calipers MUST be a "Bolt together 2 piece lug mount" version. Any Sand Cast, Billet or Steel/Iron caliper meeting these criteria is allowed
 - The body of a two piece bolt together brake caliper MUST be, when bolted together, have no other material or spacers holding the two bodies apart. An example of this is the Wilwood GT6000 and Outlaw 3000/4000 calipers, these calipers are NOT compliant.
 - It is important that when you select a caliper that it is BOTH a "two piece bolt together" AND "lug mount" style. Many manufacturers' use these specifications in various designs, but it MUST have both these criteria.
- 12.2. A swing style brake pedal, firewall forward mounted master cylinder pedal box system is allowed because they were used in "period".
- The master cylinder fluid reservoirs MUST remain directly mounted to the master cylinder/cylinders on the firewall.
 - NO reverse mount, NO floor mounted pedal box systems and NO remote reservoirs.
- 12.3. Cooling ducts must be mounted within the body silhouette.
- 12.4. Any master cylinder bore size is allowed.
- 12.5. Any Handbrake Parking device and its components can be removed. Hydraulic handbrakes may be fitted.
- 12.6. Drum brake systems may be replaced with disc brake system if the model car had discs as an option. If it did NOT then the drum brake system MUST remain.
- 12.7. Rear drum brakes can be replaced with discs but must meet the above requirements.
- 12.8. Car Specific rules
- Anglia's can use the Consul 315 front struts and disc as being a period modification.

13. Wheels

- 13.1. Wheels must fit within the bodywork and have an appearance suitable for the period of that model.
- 13.2. Wheel width is free but must fit within the body work.
- 13.3. Wheel diameter is limited to a maximum of one inch (25mm) larger diameter from standard wheel than that used in period the car depicts may be used (wheel creep).
- However, the maximum wheel size in diameter that can increase will be capped at a maximum of 15".
 - If your car came standard with a 15 inch wheel that is the maximum you can use. If it came standard with a 16 inch wheel that is the maximum you can use.
 - After 15" there is NO creep in wheel size
- 13.4. Wheels MUST be fixed to the front and rear hubs with the same number of mounting studs as per the factory. However a vehicle with 4 (four) wheel mounting studs may be changed to use 5 (five) wheel mounting studs.
- 13.5. There are plenty of wheel manufacturers these days producing period replica alloy wheel so there is no excuse for using a modern wheel on your car. Period look only please.

14. Tyres

- 14.1. Only tyres suitable for road legal use in New Zealand (WOF Legal) or period correct treaded pattern bias cross ply tyres may be used (Hoosier, Goodyear and Avon supply a range of bias treaded tyres).

- 14.2. Road tyres must have 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference
- 14.3. For radial DOT tyres, Aspect ratio is restricted to 50% minimum
- 14.4. All bias tyres aspect ratio is free (due to being a period correct tyre)
- 14.5. The use of semi slick tyres with only radial grooves is strictly prohibited.
- 14.6. Slick tyres are prohibited.
- 14.7. Make sure your tyres meet the above rules. Running bald tyres is not in keeping with the above and you run the risk of being removed from the grid.

15. Linking with MSNZ and COD's

- 15.1. Note that Schedule T&C covers the years from 1962 thru to 15 years ago so some of the rules do apply to vehicles post 1978.
 - Does not cover the cars that come under Schedule K or FIA Appendix K.
 - All cars under Schedule K and FIA Appendix K must strictly be as they were manufactured, raced in period or as per the Homologation papers for the vehicle concerned.
 - All cars built to FIA Appendix K must be in accordance with homologated weight for that model car. Proof of weight will need to be shown or may require car to be weighed at the auditors request.
- 15.2. Any queries regarding the above should in the first instance be referred back to the Directors of HSC/HSC.
- 15.3. These guidelines do not cover Schedule A or AA of the MSNZ Manual (Driver and Vehicle Safety and Safety and Construction Requirements) and all queries regarding safety should be referred back to The Technical Department of Motorsport New Zealand.
- 15.4. All cars will be regularly audited to check compliance and it is your responsibility to make sure the updates are done.
- 15.5. All cars MUST have a Schedule K, or T&C or a FIA Appendix K COD.
 - Not having a COD or having a seriously out of date COD will see your car not being allowed to participate.
 - A COD is list of modifications made to your car and does not mean that it is compliance with the HSC Rules.
- 15.6. If your car is found to have non compliances the following will occur
 - Less than 3 minor compliances – you will be allowed to race but will be expected to have them fixed within a stated period of time.
 - More than 3 minor noncompliance or a major noncompliance and you will not be allowed to race until rectified or an agreed period of time.
 - Any breaches not rectified after an agreed period will result in the car being withdrawn from the grid.

16. Drivers and Competition Numbers

- 16.1. Competition Numbers on the Genuine Historic Cars have priority over other cars.
- 16.2. Replica or tribute cars can only use those numbers if the genuine car is not on the grid or that number has not been allocated.
- 16.3. Racing family member may use their historic race numbers.
- 16.4. Race numbers need to be approved by the Directors in all situations.
- 16.5. Period livery is welcome but tobacco advertising on cars is forbidden unless on the genuine car. This is to be in keeping with the laws covering tobacco advertising.

- 16.6. Only the car owner and his immediate family (Mother, Father, Son or Daughter) can race the vehicle at HSC events, any other driver outside this MUST have the prior approval of the directors.
- 16.7. If the vehicle owner "Leases or Loans" out the vehicle, any driver MUST have the HSC Directors prior approval. The HSC Directors won't accept a vehicle being sold for a nominal amount just so that person can race a vehicle at an HSC event.
- 16.8. It is the Directors privilege to invite cars that do not qualify as above but are within the spirit of historic racing and may add variety to the grid.
- 16.9. Professional Drivers who are guest drivers of a car must seek the approval of the Directors prior to entry of an event.

All of the above is to help keep a cost effectiveness and parity in classic racing while giving major consideration to keeping the class historically correct. If you can't find the answers to your questions within the above please E-mail bruced105@gmail.com for further definitions and rulings. In all cases when a decision needs to be made this will be undertaken by the HSC Directors and Auditors only.

Last updated 16 October 2016.